

**CITY OF HUNTINGTON BEACH  
PUBLIC WORKS COMMISSION  
REQUEST FOR ACTION**

Item No. PW 10-34

**SUBMITTED TO:** Chairman Siersema and Members of the Commission

**SUBMITTED BY:** Travis K. Hopkins, PE, Director of Public Works

**DATE:** October 20, 2010

**SUBJECT:** Retention of Marked Crosswalk at Magnolia Street and Pioneer Drive

**Statement of Issue:** The existing marked crosswalk across the north leg of Magnolia Street Pioneer Drive is being reviewed as a result of the elimination of crossing guard service for students at this location. State law requires that the public be notified and provided the opportunity to respond prior to the removal of any marked crosswalk.

**Funding Source:** The recommended action would require the expenditure of approximately \$1500 to modify the signing. Work can be accommodated within current Public Works operational budget.

**Impact on Future Maintenance Costs:** - None

**Recommended Action:** Motion by the Public Works Commission to support staff recommendations to:

1. Retain current marked crosswalk
2. Modify signs and pavement legends from "school" to "pedestrian" crossing treatment
3. Conduct additional pedestrian use observations and reevaluate the need for the crosswalk in the Spring of 2011.

**Alternative Action(s):** Recommend that the existing marked crosswalk be removed.

**Analysis:** At the Police Department's request, Public Works Transportation staff completed a review of the existing crossing guard locations within the City to determine which locations meet current crossing guard guidelines and to develop recommendations related to continued crossing guard service. One of the locations evaluated was across Magnolia Street and Pioneer Drive.

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The following general crossing guard guidelines from the California Manual of Uniform Traffic Control Devices (MUTCD) were considered as part of the evaluation of crossing guard location:

1. **Uncontrolled crossing:** No alternative controlled crossing within 600 feet. Vehicular volume exceeds 350 vehicles during each of any 2 hours in which 40 or more school pedestrians cross daily while going to or from school. If prevailing vehicles speeds exceed 40 mph, the guideline volumes reduce to 300 vehicles and 40 pedestrians.
2. **Stop Controlled Crossings:** Vehicle volumes 500 vehicles/hour on an undivided highway with 4 or more lanes during each of any 2 hours in which 40 or more school pedestrians cross daily while going to or from school.
3. **Traffic Signal Controlled Crossing:** The volume of vehicle turning movements through the crosswalk exceed 300 per hour during each of any two hours in which 40 or more school pedestrians cross daily while going to or from school, or signal operations or conditions warrant crossing assistance based on an engineering study.

The marked crosswalk at Magnolia Street and Pioneer Drive is intended to serve students attending Newland Elementary School who reside east of Magnolia Street. The number of students using this crossing last school year ranged from one to fifteen on a typical school day. Students must enter the tract on Clipper Drive, located 260 feet south of Pioneer Drive, to continue to Newland Elementary. Two tracts east of Magnolia, one to the north and one to the south of Clipper Drive, could generate student pedestrians using this crosswalk. Students from the north tract would have similar walking distances to and from school by using the Magnolia Street/Yorktown Avenue signalized intersection where crossing guards are provided. Students could then enter the tract towards Newland Elementary at Windward Lane. Students from the south tract near Adams Avenue could use the Magnolia Street/Adams Avenue signalized intersection located 550 feet south of Clipper Drive. Students in the south tract would experience increase walking distances approximately 200 to 1,000 feet depending on where they begin their trip in the tract. Observations in the morning after the crossing guard assistance was no longer provided counted three adult pedestrians crossing Magnolia Street.

Additionally, City staff has identified that the Magnolia Street/Pioneer Drive crossing is used by pedestrians that park in the tract west of Magnolia Street and cross the street to attend Little League games at Wardlow Park. The park-related activity occurs in the greatest numbers between February and June each Spring. The peak activity occurs on Saturdays with slightly less use on weekday late afternoons and evenings. The fields also have scheduled use on Sundays in the Fall from September to November, though the use is less intense than the Spring. The evaluation of the crosswalk began after the season was complete, and therefore there was not opportunity to evaluate and quantify the use of the crosswalk.

Because the crosswalk appears to be used in greater numbers by pedestrians during Little League games than by pedestrian students on a typical school day, staff recommends changing the existing signing and markings from school pedestrian to pedestrian crossing signing and markings. In addition, based on the pedestrian crossing information on Little League game days, staff recommends additional studies be conducted at this location beginning in March to assist in evaluating whether to remove the crosswalk.

California law requires a local agency to provide a minimum of 30 days advance notice and an opportunity to be heard by the public prior to removing an existing marked crosswalk. Municipal Code Section 2.111.030(j) establishes the Public Works Commission as the public body authorized to conduct initial public meetings on this subject.

As required by California law public notices have been posted at the existing crosswalk since August 16, 2010, identifying the City's intent to remove the marked crosswalk. Notifications to Fountain Valley School District were sent on August 11, 2010 informing the district the City's consideration of removing the marked crosswalk on Magnolia Street and Pioneer Drive. Up to the date of preparation of this report the City has received one written response against the removal.

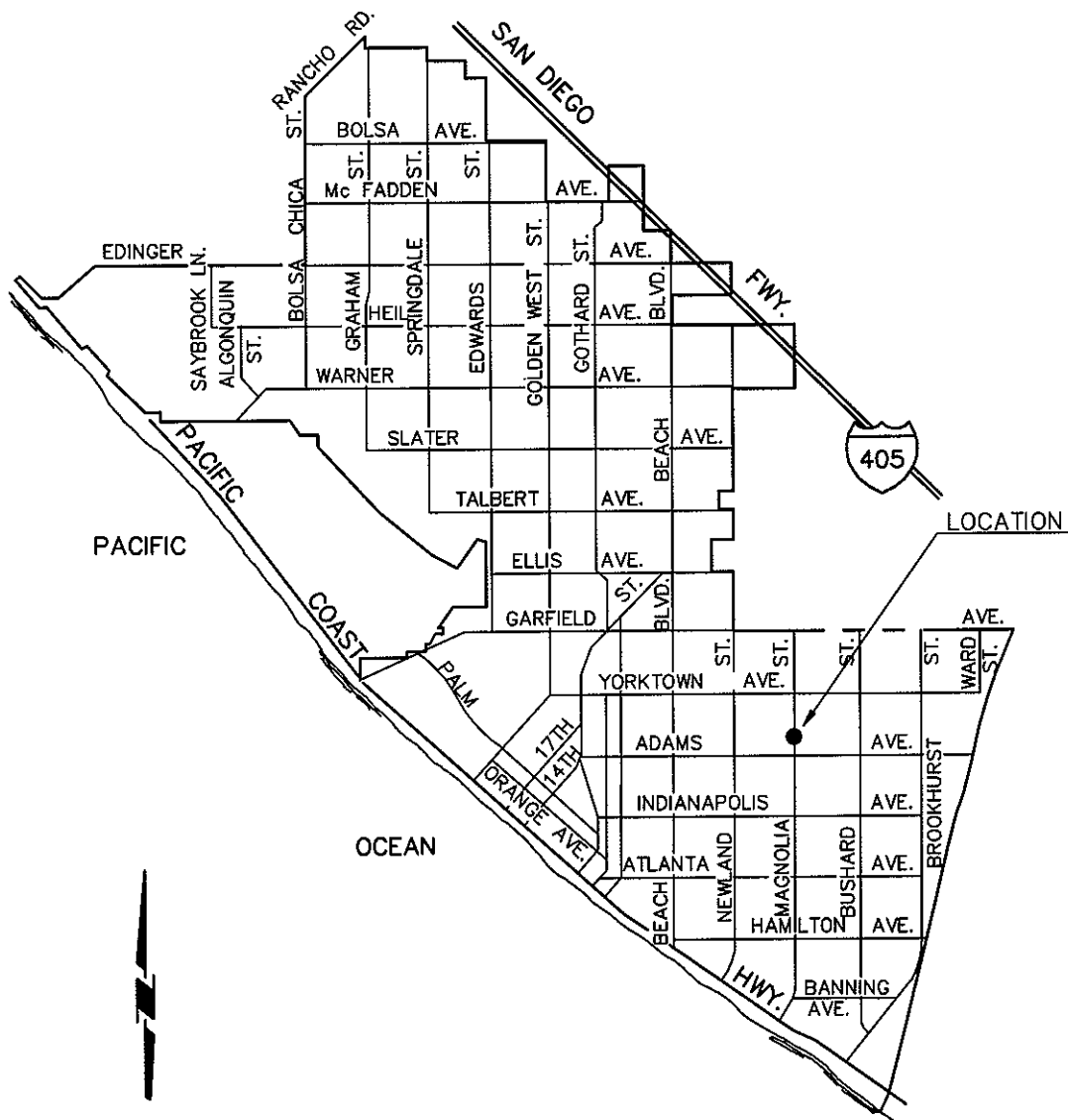
**Attachments:**

1. Location Map
2. Location Aerial Photo
3. Public Notification Sign
4. Citizen Letter

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G-4<sup>4</sup>

# ATTACHMENT #1



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LOCATION MAP  
MAGNOLIA ST AND PIONEER DR

ATTACHMENT

1

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# ATTACHMENT #2



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LOCATION MAP  
MAGNOLIA ST AND PIONEER DR

ATTACHMENT

2

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# ATTACHMENT #3



# **PUBLIC NOTICE**

## **PROPOSED MARKED CROSSWALK REMOVAL**

The Public Works Commission of the City of Huntington Beach will consider the permanent removal of THIS MARKED CROSSWALK at its October 20, 2010 regular meeting beginning at 5:00 p.m. in the City Council Chambers, 2000 Main Street, Huntington Beach, California. The public is encouraged to attend this meeting to express their opinions regarding the recommended proposed removal or present their opinions in writing.

Written comments may be submitted to:

City of Huntington Beach  
Department of Public Works  
2000 Main Street  
Huntington Beach, CA 92648

If you have any questions regarding the recommended marked crosswalk removal please call Transportation Engineering at (714) 536-5431

Public Notification Sign

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# ATTACHMENT #4

3 Oct 2010

To Whom it May Concern

"I" Roselyne Gandell would like to help "STOP" the removal of our cross walk at Pioneer & Magnolia. Placing it anywhere else would be a little dangerous and inconvenient for our kids and family that lives here in the Area!!

May I make a suggestion, Could a traffic light be put up in the cross walk at Pioneer & Magnolia??

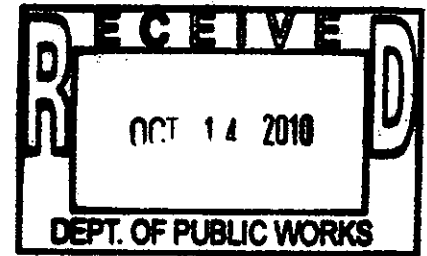
To me it would be much safer. Some people drive to fast here by the School Area & Park.

Thank you for my comment

Ms Roselyne Gandell

G-4"

September 30, 2010  
Re: Crosswalk at Pioneer and Magnolia



Dear Department of Public Works,

As a citizen of Huntington Beach for over twenty years, I was outraged to see a sign posted by a crosswalk advising of its removal. I called and spoke to several people at the Public Works department. After speaking to Bob Stachelski (Bob), Transportation Manager I was even more outraged over how this is being handled.

Bob stated that it was too expensive to notify neighbors about the change and their only obligation was to post a sign, which is very small. I asked Bob if neighbors had been contacted about the impact that this removal would have on their neighborhood. Bob further stated that no impact report was done. He also stated that he has done no research on how this will negatively impact our neighborhood. In fact he has not even driven by to see what else is in this neighborhood. I live on Pioneer and see people using this crosswalk on a daily bases. I told him this was completely unacceptable to remove the crosswalk. Our neighborhood needs that crosswalk; here are just a couple of reasons.

The city spent 6 million to purchase the baseball fields, but now is going to limit access to neighboring neighborhoods. Parking is a problem in our neighborhood during the games and people walk from the other side of Magnolia on Saturdays to come to the games.

There is a bus stop on both sides of the street at this crosswalk location. Bus riders use the crosswalk when getting off the bus.

Neighbors use the crosswalk to walk over to Gold's gym and other commercial places. Asking them to go to Adams to cross would subject them to many dangers since there is so much traffic coming in and out of both commercial areas.

What about the dangers of walking to Adams, which is the way Bob, suggest to cross Magnolia. I asked him if he had seen the blind spot on the sidewalk where a driveway crosses the sidewalk. In order to see if a car is coming you have to stick your head into the driveway that is narrow, so cars are close to the side. Cars on the other hand cannot see if there is anyone walking on the sidewalk. This is a major safety hazard. In order to walk to Adams to cross Magnolia and back to the location where the crosswalk is, you would have to cross over **eight** commercial driveways. I likely hood of encountering cars this way is extremely high. The city is recommending that this is the way our children walk. Are they willing to be responsible when one of them are hit due to a safe hazards they know about?

The people in the Transporting Dept are making these decisions without even coming out to look at the area. Bob stated he had not visited the location. They are not taking into consideration how the citizens of this city use the crosswalk on a daily basis.

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Our city is saying they are trying to "go green" by purchasing Ipads for the city council (which cost the city money) but on the other hand they are trying to discourage people from walking by taking away a painted crosswalk.

Why do they have to spend money to take the painted lines away? Especially when they say the city is having budget problems. Is this just a way to make work for the transportation dept? We do not want our crosswalk lines removed.

The Director of the Public Works makes \$182,000 plus \$44,329 in auto allowance and benefits for a total yearly income of \$226,329. But won't spend any money to notify residents of a crosswalk removal or ask them what they want in their neighborhood. Why are we paying this one person so much money and they don't even care what the citizens of this city want.

I will not sit by and allow bureaucrats to determine what is best for our neighborhood, especially when they are unwilling to get any information about the impact they may be causing.

I ask that the city do not take away our crosswalk.

Thank you,  
Chris Gandall

